WITNESS STATEMENT OF John C. Westra

Name John C. Westra

Address 3333 Moores River Dr. #711

Lansing, MI 48911

Occupation Business & Technology Consultant

Software Developer

Uber Driver

Date 2015/03/25

I make the following witness statement:

I believe that the contents of this my witness statement are true and accurate. My name, address and occupation are as stated above.

- For the purposes of this statement, I refer to a paginated bundle of documents marked "Attachments". Where I refer to page numbers in this statement, I am referring to pages in the Attachments section.
- 3 The testimony I am providing is based on the following:
 - a. More than 20 designing, implementing & managing technology solutions.
 - b. Eight years as locally elected official, charged with crafting local ordinances that protect the citizenry while encouraging business development and economic growth.
 - c. A Master Citizen Planner designation from Michigan State University.
 - d. Twelve months of near 100% dependency on public transportation, including cabs, while working in Washington D.C.
 - e. Two months experience as an Uber Driver.

I have been an Uber Driver for the past two months, conducting research on the Ride Sharing industry and the potential of developing complimentary and potentially competitive applications.

During my time as an Uber Driver, I have:

- a. Completed 348 trips
- b. Had someone get sick in my car, requiring \$200 worth of professional detailing services.
- c. Been rear-ended by a drunk driver, while transporting a passenger and had the other driver flee the scene of the accident.(Attachment p1,2)
- d. Received a Civil Infraction ticket for "Obstructing Traffic" while picking up a passenger in front of a local bar in East Lansing. (Attachment p3)
- Prior to being approved as an Uber Driver in Michigan, I was required to provide both proof of insurance and a valid drivers license. I was also vetted by means of a comprehensive background investigation (Available Upon Request)
- Prior to being approved to drive my vehicle in the Detroit Area, I was required to have my vehicle undergo a complete safety and reliability inspection (Attachment p4,p5) Note: The re-inspection of my vehicle (p5), conducted on the 23rd of this month, was performed to confirm it was still physically and operationally suitable for service, following my recent accident.
- 7 The Role of Government: My own sentiments on this echo those of the late Milton Friedman who said:
 - "Government ... should enforce contracts between individuals. It should protect citizens from crimes against themselves or their property. When government-- in pursuit of good intentions tries to rearrange the economy, legislate morality, or help special interests, the cost come in inefficiency, lack of motivation, and loss of freedom. Government should be a referee, not an active player."

- What the People Want: 100% of the passengers I've spoken with during my time as an Uber Driver and are thrilled by how Uber, Lyft and other ride-hailing technology has made getting around easier. They regularly comment on how their experience with Uber drivers has been great and they do NOT want to see their access to this type of 'ride-share' option squelched by legislative special interest-driven regulation. They DO want to have drivers who have passed a background investigation and are driving vehicles that are safe and clean.
- What Ride-sharing Drivers Want: All of the other active and prospective ride-sharing / Uber drivers I have spoken with want:
 - a. The ability to work and earn, whether it's part time or full time
 - b. Equal standing with Cab drivers with respect to access to designated pick-up areas, airports, etc.
 - c. Fair and equal access to customer information and the ability to develop long-term business relationships
 - d. A fair and equal rating system that is 'driven' (pun intended) more by objective, rather than subjective measures and a way to respond to unfair criticism.
 - e. Reasonably priced insurance coverage that protects them, their passengers and their vehicles.
 - f. Government to NOT interfere with their potential for success.

10 Closing Thoughts:

We are living in an age of unprecedented innovation, much of it being driven by new technologies, such as the ride-sharing technology of Uber, Lyft, etc. Instead of Government picking winners and losers, it should find ways to integrate ride-sharing into the fabric of private and public transportation, reward innovation and reduce, rather than increase unnecessary red tape. In short, help create WIN/WIN solutions!

Together We Can Do More!

Signature	 Date	

Attachments:

UBER

Completed Incident Report Form(s)

Fax: 877-223-8023 Email: [City partner e-mail] @uber.com

Mail: Rasier LLC c/o Uber Technologies Inc.,

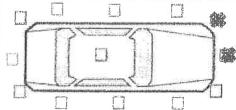
1455 Market Street, 4th Floor, San Francisco, CA 94103

Uber (Rasier LLC) driver-partners are required to fill out an incident report each time they are involved in a minor or major accident while en route to pick up a rider, or during a trip when a rider is in the vehicle. If an accident does occur, first secure the scene and seek medical attention if necessary. Notify the police immediately so a police report can be filed. If possible take pictures of vehicle and/or property damage and send with this form.

Return this signed form within 24 hours.

Incident Details					
3.17.2015	Time: 1544 EDT		Trip ID (if on a trip): 6	0D118D7-8F66-4B03-8EDB-6D73697CB270	
Address/Intersection: E Grand River Blvd @ Durand St			City, State, Country: East Lansing, MI, USA		
Police Involvement (Y/N): Y			Police Report #: 1536401086		
Officer Name & Badge #: Ofc Barb Hulliberger / 100			Police Precinct/Department: East Lansing		
Partner Vehicle			indiana and a service of the service	The second secon	
Partner Name: John West	ra	Passenger '	1 Name: Trent Day	Passenger 2 Name:	
Driver's License #, State: N	ΛI	Age (appx):	18	Age (appx):	
Phone:616.427.4093 DC	B:07/13/61 Sex:M	Phone: 847-	814-6016	Phone:	
Address: 3333 Moores River Dr #711		Address: 1209 Arlington Hgts IL		Address:	
# of Occupants (include self): 2		Injured? No		Injured?	
Were you injured? Neck so	re this AM	Additional Information:		Additional Information:	
Additional Information:					
Car Information				The second secon	
Year, Make, Model: 2008, S	Subaru, Forester	License Plat	e/State: VUTURUS	Damaged, Towed, Driveable? Y/N/Y	
		goo indicate th		. (Undercarriage, Overturned, Other)	

Vehicle #2			
Driver Name: Trevor Kent Garr	Passenger 1 Name:	Passenger 2 Name: Age (appx):	
Driver's License #, State: G600802465822	Age (appx):		
Phone: Cell: Sex:M	Phone:	Phone:	
Address: 20051 Rambling Rd Southfield MI	Address:	Address:	
# of Occupants (include self): DOB:10/25/1995	Injured?	Injured?	
Injured? No	Additional Information:	Additional Information	
Insurance Carrier, Phone #: Unknown			
Policy:			
Additional Information: Arested for OWI 2 nd time			
Car Information			
Year, Make, Model: 2009, Subaru, ?	License Plate/State: 563D28 / MI	Damaged, Towed, Driveable? Y/N/Y	
Hit and Run? Yes, although the driver was appreh	nended by police following the accident.	(\$ -79	



Please indicate the damaged area of the car. (Undercarriage, Overturned Other)

Witness 1: Mr. Trent Day (Passenger)						
Addrage:	Witness 2;					
Address:	Address:	The second secon				
Phone: 847-814-6016	Phone:	The second secon				
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Light Conditions Weather Conditions	Road Surface	Intersection Type				
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☐ Dusk ☐ Dark-Lighted ☐ Cloudy ☐ Fog/Smoke	□ Snow □ Water Standing	☐ Traffic Circle ☐ T-Intersection				
□ Dark - Not Lighted □ Ice □ Hait		☐ Driveway ☐ Railroad Crossing				
☐ Other: ☐ Rain ☐ Snow	☐ Ice	☐ Parking Lot ☐ On/Off Ramp				
☐ Blowing Sand/Snow	☐ Other:	☐ Y-Intersect n ☐ 5 Point or More				
□ Other:		Other:				
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As carefully as possible, draw a diagram of the roadway or int		1				
In your own words, please describe the incident you have draw See Attached Statement:	wn above. Please be as specific and o	descriptive as possible.				
Were any citations issued at the scene by policy or other law a the Influence & Fleeing The Scene of an Accident	enforcement? (Describe.) Yes. Other	r driver cited/arrested for Driving Under				
Hiller II - Warner - Arte III - Argust - Arte W.						
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ANNUAL VEHICLE INSPECTION

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John Westra Westrajceconsultant.com FULL NAME 2015/03/23 616-427-4093 SIGNATURE INSPECTION POINT PASS INSPECTION POINT FAIL PASS FAIL **HEADLIGHTS** M FRONT SEAT ADJUSTMENT TAIL LIGHTS \square DOORS (Open/Close/Lock) \Box TURN INDICATOR LIGHTS HORN M STOP LIGHTS SPEEDOMETER M \Box **BRAKE PADS/SHOES THICKNESS** BUMPERS Ø Min, per Manufacturer MUFFLER AND EXHAUST SYSTEM Right Front Measurements TIRES, INCL. TREAD DEPTH M Left Front Measurements Right Front (32nd's/in) Right Rear Measurements Left Front (32nd's/in) 2 Left Rear Measurements Right Rear P (32nd's/in) EMERGENCY/PARKING BRAKE \mathbf{Z} Left Rear (32nd's/in) STEERING MECHANISM 19.3 INTERIOR AND EXTERIOR REAR VIEW MIRRORS Ball Joints **1** SAFETY BELTS FOR DRIVER AND EACH PASSENGER П Tic Rods VEHICLE INSPECTION RESULT Rack & Pinion V Inspector To Circle Bushings WINDSHIELD Ø Large Crack u Small Crack u REAR WINDOW AND OTHER GLASS 7 INSPECTION DATE: WINDSHIELD WIPERS V Any markings on the "FAIL" side will automatically fail inspection. THIS CERTIFICATION EXPIRES 1 YEAR FROM INSPECTION DATE TO BE COMPLETED BY INSPECTOR 156, COMPANY VEHICLE MILEAGE VUTURS 663608H704919 LICENSE PLATE STATE AND # VIN# 1-0126 VEHICLE MODEL YELL VAPOLTER INSPECTION ADDRESS INSPECTOR SIGNATURE

OSHA FactSheet

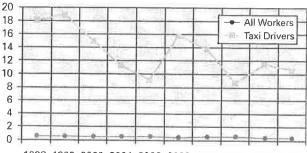
Preventing Violence against Taxi and For-Hire Drivers

Taxi drivers are over 20 times more likely to be murdered on the job than other workers. By recognizing the hazards that lead to violent incidents and using proven prevention and control measures, employers and drivers can create safer working conditions.

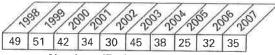
For-hire and taxi driver homicides

The Bureau of Labor Statistics' (BLS) data indicates that annual homicide rates for taxi drivers (and chauffeurs) from 1998 to 2007 ranged from 9 per 100,000 workers, to 19. During that period the rate for all workers was at or below 0.5 per 100,000 workers. In other words, taxi drivers' homicide rates were between 21 and 33 times higher than the national average for all workers.

Workers' Homicide Rates 1998 - 2007



1998 1999 2000 2001 2002 2003 2004 2005 2006 2007



Number of Taxi Driver Homicides

Risks that may lead to violence

Taxi drivers face many of the same risk factors as other workers in potentially violent occupations. These include working:

- · With cash (making them targets for robbery);
- · Alone and in isolated areas;
- At night and in poorly lit settings;
- In high-crime areas;
- · With people under the influence of alcohol.

Reducing the Risks

Reducing risks requires employers and/or taxi drivers to assess their potential hazards and

consider physical and procedural methods for reducing them. Generally, physical or "engineering" controls should be considered first since they create physical barriers between drivers and the hazards. Procedural methods require changes in behavior, such as not accepting cash, to reduce risks.

Physical Controls

Potential physical controls include:

- Barriers such as bullet-resistant glass between drivers and passengers prevent robberies, injuries and death.
- Security cameras record activities within the vehicle, discouraging violent behavior, and aiding in identifying passengers, if an assault does occur.
- Silent alarms (such as an external light) and/or radio communication allow drivers to safely request help.
- Vehicle tracking devices, such as global positioning satellite (GPS) systems, allow drivers in distress to be located.
- Improved lighting inside the taxi allows the driver to be aware of passenger behavior.

Procedural Controls

Procedural controls include:

- Establishing police protocols including authorizing police stops.
- Promoting the use of credit card payments to limit the amount of cash in the taxi and thereby discourage robberies.
- Providing safety training to teach drivers, dispatchers and company owners about protective measures.

Employer Responsibilities

OSHA citations can only be issued for violations of standards, regulations, and the General Duty Clause. Section 5(a)(1) of the OSH Act, the "General Duty Clause," provides that "Each em-